

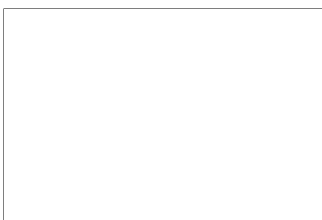
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**PHOTOGRAPHIC
INTERPRETATION
REPORT**

**NATIONAL PHOTOGRAPHIC
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DEVELOPMENTS IN NORTH KOREAN AIR FACILITIES DURING 1972



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DEVELOPMENTS IN NORTH KOREAN
AIR FACILITIES DURING 1972

ABSTRACT

1. This report includes information on jet-capable airfields, highway and training airfields, transport and utility airfields, and the Chongjin North Korean Air Force Academy. The report is derived from KEYHOLE photography dating from January 1972 and contains text, three maps, five photographs, and three tables.

INTRODUCTION

2. The North Korean Air Force continues to improve its air facilities. There are 22 jet-capable fields in North Korea (Figure 1). Sixteen are operational, the status of one is undetermined, and five are under construction. Developments for the period include: the opening of two new fields, the reconstruction and lengthening of Sunan-up Airfield, extension of the runway at Wonsan, construction of hangarages and/or tunnels at nine of the 16 operational jet-capable fields, and mid-to-late stage construction of facilities continuing at four new jet-capable fields. Construction has been completed on the runway and taxiway at Koksan (Figure 2). However, tunnel construction continues. No aircraft have been observed at Koksan Airfield to date; therefore its status is undetermined. In addition, three new sod-surface utility fields have become operational in the past year. Later model and more sophisticated aircraft have also been added to the inventory, and aircraft shipping crates have been observed at several fields.

BASIC DESCRIPTION

Facility Construction

3. Two new airfields have become operational during this period. The paving of the runway at Hamhung Airfield (Figure 3) was completed [redacted] however, aircraft were not observed here [redacted]. Currently it is the only field on the east coast at which FISHBED aircraft are deployed. Hamhung is the first newly constructed jet-capable field to become operational in North Korea since May-June 1966. Pungchon Airfield was observed to be complete and operational with aircraft present [redacted]. Since that date, only light to medium transport aircraft have been observed periodically.

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4. Major reconstruction is being accomplished at Sunan-up Airfield (Figure 4). The old 2,700-meter (8,860-foot) concrete runway has been removed, and a new 3,251-meter (11,554-foot) concrete runway is now in a late stage of construction.

5. At Wonsan Airfield, the former 2,021-meter (6,630-foot) runway has been extended to 2,313 meters (7,590 feet) and is now operational.

6. Construction continues on four new jet-capable fields initially identified prior to January 1972 and varies from mid-to-late stage. Two of these fields -- Taetan and Hyon-ni -- are within 45 nautical miles of the demilitarized zone (DMZ). The remaining two, Manpo-up and Hwangsuwon, are in the northern sector of the country adjacent to the Sino-Korean border and the northeast coast, respectively.

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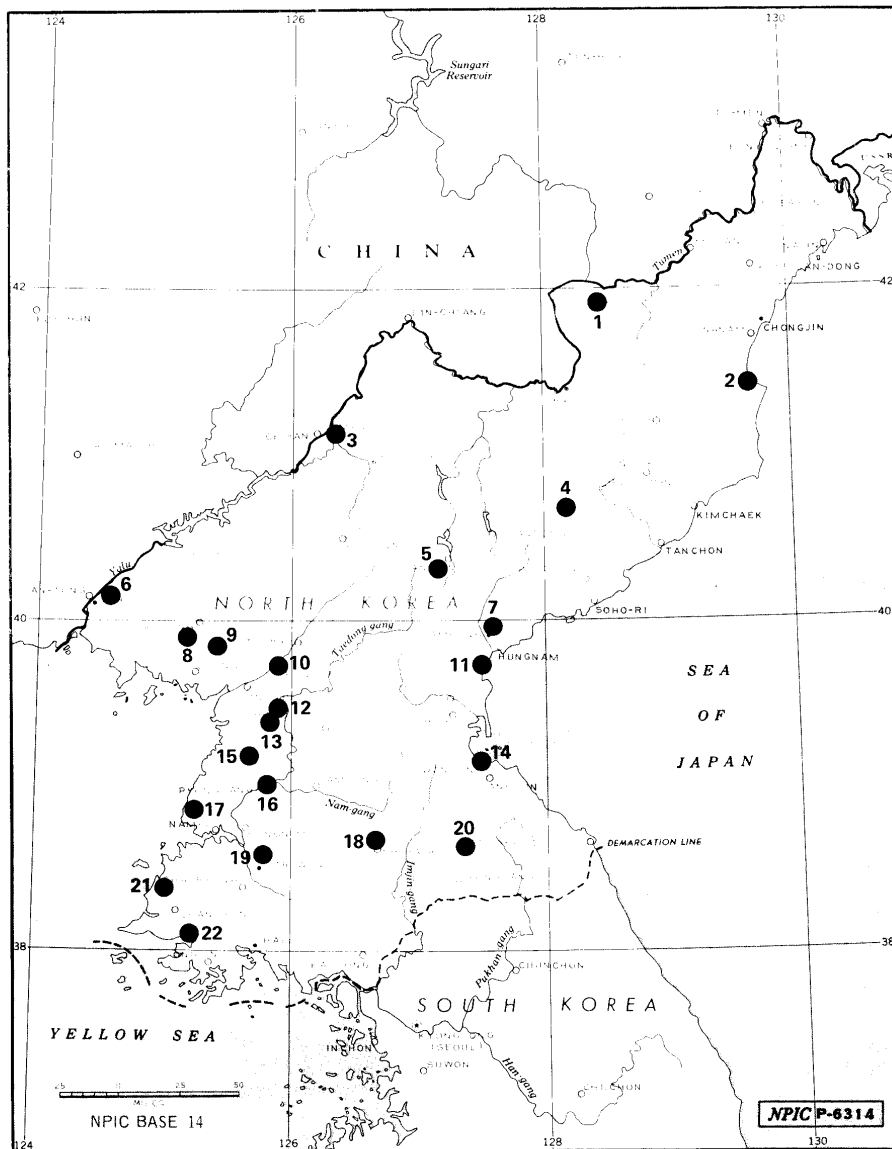


FIGURE 1. JET-CAPABLE AIRFIELDS IN NORTH KOREA (Item numbers keyed to Table 1)

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Table 1. Jet-capable Airfields (Item numbers keyed to Figure 1)

Item No	Installation	Geographic Coordinates	Runway Length Meters	Runway Length Feet	Runway Orientation	Tunnels	Hangarages	Dummy/Decoy Aircraft Observed	Operational Aircraft Observed	Remarks
1	Sinmusong	41-54-20N 128-24-48E	3,315	10,875	NE/SW	--	--	--	FAGOT/FRESCO	Jet training field; MIDGET first observed
2	Hoemun-ni	41-25-40N 129-39-01E	2,500	8,205	NE/SW	3 (ucon)	--	FISHBED	FAGOT/FRESCO MIDGET	Jet training field
3	Manpo-up*	41-08-00N 126-21-30E	2,664	8,740	NNE/SSW	--	--	--	--	Construction continues
4	Hwangsuwon*	40-40-40N 128-09-10E	2,929	9,611	NW/SE	2 (poss ucon)	--	--	--	Paving continues on runway
5	Changlin-up	40-21-48N 127-15-58E	2,816	9,240	NNW/SSE	3	--	FISHBED	BEAGLE	
6	Uiju	40-08-58N 124-29-58E	2,505	8,220	NE/SW	--	3	--	BEAGLE	One large revetted hardstand has been covered by a concrete arched roof structure
7	Hamhung	39-59-58N 127-36-50E	2,507	8,225	NNE/SSW	2 (ucon)	4 (2 ucon)	--	FISHBED	Runway serviceable; first operational aircraft observed
8	Namsi	39-55-28N 125-12-23E	2,499	8,200	NW/SE	3	--	FISHBED (prob) FAGOT/FRESCO	FAGOT/FRESCO	
9	Taecheon	39-54-01N 125-29-26E	1,966	6,540	WNW/ESE	--	--	--	COLT	No fighters ever observed
10	Saamcham	39-45-03N 125-54-14E	2,499	8,200	NE/SW	5	--	FISHBED FAGOT/FRESCO	FARMER FAGOT/FRESCO FAGOT/FRESCO	Modified FARMER-D of Chinese origin first identified
11	Sondona-ni	39-44-42N 127-28-35E	2,499	8,200	N/S	--	4 (ucon)	--	--	
12	Pukchang-ni	39-30-07N 125-58-02E	2,527	8,290	NW/SE	6	--	FISHBED FAGOT/FRESCO	FITTER FISHBED FAGOT/FRESCO	First FITTER observed; FISHBED-J/H observed; MOUJIK and MONGO confirmed
13	Pyong-ni	39-24-29N 125-53-39E	2,515	8,250	NW/SE	2 (ucon)	--	FISHBED FAGOT/FRESCO	COOT CAB COKE COLT CRATE HIP-C FAGOT/FRESCO	Being used as international field during the reconstruction of Sunan-up; first transport aircraft observed
14	Wonsan	39-09-54N 127-29-07E	2,313	7,590	NNW/SSE	2	2 (ucon)	FISHBED FAGOT/FRESCO	--	Runway extension complete
15	Sunan-up*	39-11-56N 125-40-25E	3,521	11,554	NNW/SSE	2 (ucon)	--	--	HIP-C	Reconstruction was first observed; construction is now in a late stage
16	Pyongyang East	39-00-50N 125-50-45E	1,966	6,450	E/W	--	--	--	COLT HIP-C HOUND FARMER FAGOT/FRESCO	Reconstruction activity previously observed was suspended; proposed runway appears returned to cultivation
17	Onchon-up	38-54-17N 125-14-03E	2,511	8,237	N/S	2	4	FISHBED FAGOT/FRESCO Unid dummy acct	FARMER FAGOT/FRESCO	Modified FARMER-D of Chinese origin first identified
18	Koksan	38-42-05N 126-36-17E	2,515	8,251	ENE/WSW	2 (ucon)	--	--	--	Construction complete on runway (plus taxiway); no aircraft observed to date; status undetermined
19	Hwangju	38-38-59N 125-47-30E	2,499	8,200	WNW/ESE	2	2 (ucon)	FISHBED FAGOT/FRESCO	FISHBED FAGOT/FRESCO	
20	Hyon-ni*	38-36-30N 127-27-20E	2,682	8,800	NNE/SSW	1 (poss ucon)	--	--	--	Construction continues
21	Punachon	38-25-35N 125-01-10E	2,501	8,205	NW/SE	--	--	--	CUB CAB COLT	Construction complete
22	Taetan*	38-07-50E 125-15-10E	2,438**	8,000	E/W	2 (prob ucon)	--	--	--	Construction continues

*Under construction.

**Definite end point of runway not observed on mensurable photography.

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Tunnels and Hangarettres

7. Hardening of facilities appears to be a continuing program at most jet-capable fields in North Korea. Of the 16 operational jet-capable fields only four have neither tunnels nor hangarettres in use or under construction. During this period, construction of hangarettres/tunnels was being accomplished at nine of the operational jet-capable fields.

8. In addition, possible aircraft storage tunnels are under construction at Koksan and Sunan-up and three of the four new jet-capable fields currently under construction.

Transport/Utility Fields

9. Three utility fields, Kangdong, Kusong, and Irhyang-dong, have become operational since January 1972. All are sod strips which support COLT aircraft. Activity remains at a low level at the transport/utility fields (Figure 5).

Highway Airfields and Training Airfields

10. The number of highway airfields has remained static at 18 since July 1971 (Figure 6).

11. Hoemun-ni Airfield has been a training field for jet fighter elements of the North Korean Air Force for some time. However, recent activity at Sinmusong Airfield suggests that this field is also being used for training. Photography of Sinmusong [redacted] revealed 11 confirmed MIDGET and a probable MIDGET were present.

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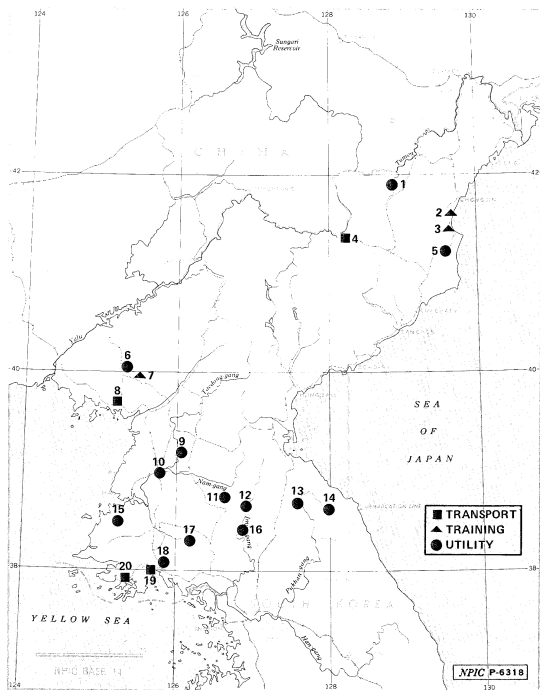


FIGURE 5. TRANSPORT, UTILITY, AND TRAINING FIELDS
IN NORTH KOREA (Item numbers keyed to Table 2)

Table 2. Transport, Utility, and Training Airfields
(Item numbers keyed to Figure 5)

Item	Installation	Geographic Coordinates	Runway Length Meters	Runway Length Feet	Runway Orientation	Type of Field	Operational Aircraft Observed	Remarks
1	Kuso	41-56-30N 129-51-50E	1,210	3,970	E/W	Utility	COLT	May be forest patrol; small operations building
2	Chonalin	41-47-10N 129-44-44E	1,889	3,400	N/S	Training	MAX/MOOSE	COKE, CRATE, CAB, and/or COLT observed on routine basis
3	Kyongsong Southeast	41-33-25N 129-37-56E	640	2,100	WNW/ESE	Training	MAX/MOOSE	
4	Hyesan	41-22-30N 129-12-20E	1,610	5,282	NE/SW	Transport	--	
5	Irhyang-Dong	41-14-45N 129-33-40E	1,200	3,936	E/W	Utility	COLT	
6	Kusong	39-59-30N 125-22-00E	700	2,296	NE/SW	Utility	COLT	No support facilities present; activity may be transitory; subsequent photography reveals no aircraft
7	Taecheon Military Camp and Probable Helicopter Training Area	39-57-12N 125-25-45E	--	--	--	Helicopter training	HOUND	At least 13 helicopter pads
8	Yongsang-ni	39-43-50N 125-06-45E	1,299	4,265	NE/SW	Transport	COLT	May be alternate for Taecheon; has sizeable permanent facilities
9	Kansadon	39-09-20N 125-02-30E	1,100	3,600	NNE/SSW	Utility	COLT	No support facilities present
10	Pvonovana Main	39-01-52N 125-46-52E	1,189	3,900	N/S	Utility	--	Airfield in disrepair; parachute demonstrations observed; first sailplanes in North Korea observed
11	Koksan	38-42-45N 126-43-34E	1,006	3,300	NW/SE	Utility	--	Landing see observed
12	Ichon Northeast	38-40-20N 126-55-40E	1,149	3,773	NNE/SSW	Utility	--	
13	Hoeyang Southeast	38-39-30N 127-39-00E	1,149	3,773	NW/SE	Utility	--	Area previously targeted as Hoeyang Training Area SE
14	Kumgang	38-38-25N 127-59-20E	1,100	3,609	N/S	Utility	--	
15	Changnyon-ni	38-32-40N 125-20-15E	792	2,600	NNE/SSW	Utility	--	Airfield appears to be unserviceable; status unknown
16	Ichon	38-28-40N 126-51-50E	1,100	3,609	NE/SW	Utility	--	
17	Sinmak South	38-21-23N 125-13-17E	640	2,100	N/S	Utility	--	Status unknown
18	Haesu Northeast	38-07-40N 125-41-10E	1,049	3,445	E/W	Utility	--	
19	Haesu	38-00-20N 125-46-40E	2,402	7,882	NW/SE	Transport	--	Status unknown; appears abandoned
20	Onglin	37-55-50N 125-25-18E	2,015	6,614	WNW/SSE	Transport	--	Status unknown

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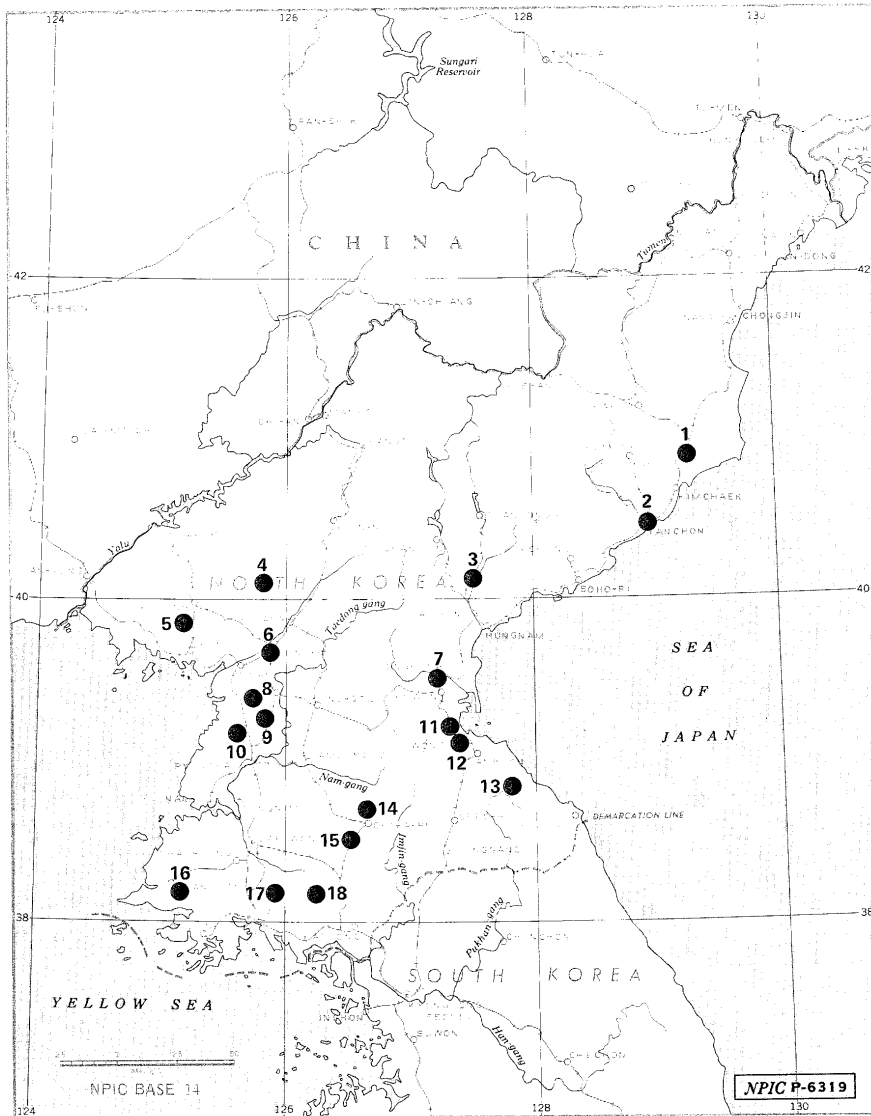


FIGURE 6. HIGHWAY AIRFIELDS IN NORTH KOREA (Item numbers keyed to Table 3)

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Table 3. Highway Airfields (Item numbers keyed to Figure 6)

Item No	Installation	Geographic Coordinates	Runway Length		Runway Orientation	25X1
			Meters	Feet		
1	Kiichu	40-55-30N 129-18-55E	1,575	5,167	NNE/SSW	25X1
2	Tanchon	40-24-00N 128-48-20E	2,027	6,550	NNE/SSW	25X1
	(Figure 5)					25X1
3	Sinhung	40-10-39N 127-32-25E	2,285	7,497	NNE/SSW	25X1
4	Sangwon-ni	40-07-50N 125-51-20E	2,018	6,620	NW/SE	25X1
5	Namsi	39-52-55N 125-09-20E	2,284	7,493	NW/SE	25X1
6	Saamcham Southwest	39-43-30N 125-51-30E	1,615	5,300	NNW/SSE	25X1
7	Yonghung	39-32-08N 127-17-39E	1,829	6,000	WNW/ESE	25X1
8	Pyong-ni West	39-25-30N 125-48-58E	1,984	6,510	NW/SE	25X1
9	Chasan	39-19-15N 125-54-10E	2,632	8,635	NE/SW	25X1
10	Sunan-up	39-14-20N 125-40-35E	2,149	7,050	N/S	25X1
11	Okpyong-ni	39-16-14N 127-19-16E	2,149	7,050	NW/SE	25X1
12	Wonsan	39-05-40N 127-24-25E	2,003	6,571	NE/SW	25X1
13	Kuum-ni	38-50-40N 127-52-50E	1,999	6,562	NE/SW	25X1
14	Koksan South	38-43-50N 126-39-38E	2,149	7,052	N/S	25X1
15	Koksan SW	38-35-25N 126-31-40E	2,174	7,134	N/S	25X1
16	Changyon	38-13-30N 125-08-25E	2,030	6,667	NW/SE	25X1
17	Ayang-ni	38-14-50N 125-58-40E	2,007	6,585	E/W	25X1
18	Nuchon-ni	38-13-45N 126-15-50E	2,097	6,880	E/W	25X1

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12. Kyongsong and Chongjin, two sod fields, remain in use as primary training fields.

Chongjin NKAF Academy

13. A possibly broader training/familiarization program has been introduced at the academy to include air defense equipment. Several pieces of equipment believed to be used for training purposes have been added to the static display usually parked on the repair/maintenance apron. These include a FARMER aircraft, an SA-2 launcher, and an SA-2 transporter.

Acquisition of Aircraft

14. The North Koreans continue to update their aircraft inventory. During the period, they have acquired approximately 40 modified FARMER D (Figure 7) of Chinese origin (March/April 1972), at least six FISHBED J/H (Figure 8) from the Soviets (January 1973), and a few HIP-C helicopters. Aircraft shipping crates have been observed at three fields, indicating continuing efforts in this area.

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